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No. 12,665. 九月廿二日香港星期四 HONGKONG THURSDAY, SEPTEMBER 29TH, 1893.

Hongkong Daily News.

ESTABLISHED 1847.

CHUNG NGOI SAM FO
(Chinese Daily Press).
PUBLISHED DAILY
is the oldest and still the most
medium for Advertising among the
mediums.
Established nearly forty years.
circulates largely throughout Southern China,
India, China, etc.
Terms for Advertising (Translations free) can
be obtained at the Office, Wyndham Street,
Hongkong; or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

PRICE \$2 PER MONTH.

HONGKONG THURSDAY, SEPTEMBER 29TH, 1893.

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九月廿二日香港星期四

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NEW ADVERTISEMENTS

LADIES' RECREATION CLUB

TO MEMBERS

BY Kind Permission of Captain Sir EDWARD CHichester BART, the BAND

of H.M.S. "IMMORTAL" will play at the

R. C. on SATURDAY, October 1st, at

4.30 P.M.

F. A. SAUNDERS,

Hon. Secretary.

Hongkong, 29th September, 1893. [2004]

HONGKONG FOOTBALL CLUB

GENERAL ANNUAL MEETING THIS

AFTERNOON THURSDAY, 5 P.M.

AN EXTRAORDINARY GENERAL

MEETING will be held immediately after

the Annual Meeting for the purpose of altering

Rule 3.

Present reading of Rule 3: "Five of the

Committee shall form a quorum."

Proposed Alteration: Rule 3: "Three of

the Committee shall form a quorum."

H. E. LOKER,

Acting Hon. Secretary.

Hongkong, 29th September, 1893. [2003]

PRELIMINARY NOTICE

LODGE CHARLES BRESFORD is

invited to dine in Hongkong on the

morning of Friday, the 30th instant, and to

leave for Shanghai on the morning of the 1st

October. THE CHAMBER OF COMMERCE,

the CHINA ASSOCIATION, and the NAVY LEAGUE

acting conjointly, propose to invite him to address a PUBLIC MEETING of the members

of the Association and all other inter-

ested in the conduct of His Majesties

REBELLION.

NOTICE IS THEREFORE HEREBY

GIVEN that (subject to Lord CHARLES

BRESFORD's acceptance of the invitation)

PUBLIC MEETING will be held in the St

George's Hall, City Hall, on FRIDAY

next, the 30th instant, at 1.30 P.M. to welcome

His Lordship on his arrival in China and to

hear an address on the subject.

FURTHER NOTICE WILL BE ISSUED

as early as possible on Friday, should the invitation not be accepted.

R. M. GRAY,

Chairman Chamber of Commerce.

JNO. J. FRANCIS,

Chairman China Association.

W. C. H. HASTINGS,

Chairman Navy League.

Hongkong, 29th September, 1893. [2006]

PUBLIC AUCTION

THE Undersigned will Sell by

PUBLIC AUCTION

SATURDAY, the 1st of October, 1893,

at 2.30 P.M.

at his Sales Rooms, No. 8a, Queen's Road

Central.

AN INVOICE OF

JAPANESE WARE.

COMPARTMENT, INCENSE

VASES, TEA CUPS, COFFEE SETS, and

ORNAMENTS.

PANELS, SILVER INLAID BRONZES,

ENAMELLED WARE, CARVINGS,

EMBROIDERIES, KARIMONE, and EM-

BROIDERED SCREENS.

TERMS OF SALE.—As customary.

W. I. REMEDIOS,

Auctioneer.

Hongkong, 29th September, 1893. [2007]

DOUGLAS STEAMSHIP COMPANY

LIMITED.

FOR AMY AND TAMSUL

THE Company's Steamship

"HAILONG."

Captain Batten, will be despatched for the

above ports TO-MORROW, the 30th inst., at

10 A.M.

For Freight or Passages apply to

DOUGLAS LAMPKIN & CO.,

General Managers.

Hongkong, 29th September, 1893. [2003]

DOUGLAS STEAMSHIP COMPANY

LIMITED.

FOR SWATOW, AMY, AND

FOOCHOW.

THE Company's Steamship

"THALES."

Captain Batten, will be despatched for the

above ports TO-MORROW, the 30th inst., at

10 A.M.

For Freight or Passages apply to

DOUGLAS LAMPKIN & CO.,

General Managers.

Hongkong, 29th September, 1893. [2003]

THE CHINA AND MANIL STEAM-

SHIP COMPANY LIMITED.

FOR MANILA DIRECT

THE Company's Steamship

"TAIPEI."

Captain Kooh, will be despatched for the

above port on MONDAY, the 3rd October, at 4 P.M.

For Freight or Passages apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 29th September, 1893. [2003]

NATIONAL ASSESSMENT COMPANY

OF IRELAND.

ESTABLISHED 1859.

CAPITAL \$1,000,000

FUNDS (\$1,000,000)

The Undersigned, having been appointed

AGENTS for the above Company are pleased

to ACCEPT THIS VESSEL FOR Current

Rate.

LADIES' RECREATION CLUB

Agents

Hongkong, 29th September, 1893. [2004]

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Central.

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For Freight or Passages

INFORMATION

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application
Office, 47, QUEEN'S ROAD CENTRAL. [2704]



**A. S. WATSON & CO.,
LIMITED.**

FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1899/1900.

Orders are now being executed.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners, whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to the soil.
In TINS
10lb. each \$1.75
25 \$4.50

RANSOME'S LAWN-MOWERS.

The Best and Cheapest Machines in the Market
Supplied at Manufacturer's Prices.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 9th September, 1899. [24]

MARRIAGE.
On Tuesday, 27th September at St. John's Cathedral, Hongkong, Mr. WHEELER, of Boston, Mass., and Miss ETHELLA, eldest daughter of the late Capt. H. KENYON, of Hongkong. [24]

DEATH.

At the General Hospital, Hongkong, on the 22nd September, 1899, VINCENT THOMAS BLACK, Upper Yungo Pih, aged 42 years.

HONGKONG, September 29th 1899.

THE international co-operative policy in China is now totally discredited and thrown over, but its evil effects on British interests is likely to be long continued. On of these evil effects is the loss of exclusively British influence over what was, and ought to have continued, the British concession at Shanghai. Great Britain, in the absurdly unselfish policy she pursued after she had by her first war secured the opening of certain Chinese ports to the trade of the world, abandoned her rights over the Settlements she had acquired at Shanghai in favour of a co-operative arrangement under which all the Powers enjoy equal rights. The Settlement remains still distinctive British as judged by the character of its population and the preponderance of its commercial interests, but politically it is cosmopolitan. One of the consequences of this is that the Municipal Council, to all intents and purposes a British body, when it has occasion to address the local Chinese authorities or the Foreign Ministers at Peking has to do so through the Senior Consul, whatever the Senior Consul is the Peking representative. At present the Senior Consul is the Portuguese representative, and it appears probable that before very long the Russian representative may occupy that position. This state of affairs causes considerable irritation amongst the British residents at Shanghai. To sober Valdez personal objection is raised, but it is held to be absurd that the representative of a Power having such slender interests in China should be constituted the mouthpiece of a body like the Shanghai Municipal Council. As we review Shanghai contemporaries, an American or a German, for instance, would be held unobjectionable, for they represent substantial interests, but it is held that the smaller Powers should remain in the background. The position taken up does not seem to be very logical, but if the co-operative policy is to be followed at all the Powers must be taken as standing on an equal foot with regard to each other and cannot be expected to gauge the position of their respective representatives in the scale of precedence by consulting the Customs returns. Also the representative of a small but friendly and indifferent Power might be less obtrusive as the channel of communication between the Municipal Council and the Chinese Authorities or Foreign Ministers than the representative of a greater Power whose sentiments were antagonistic towards Great Britain and all things British. The question, as far as us is to us, is not to the representative of this or that small Power holding the position of Senior Consul, but the Municipal Council having official relations with any but the British Consul, we speak about our sphere of influence in the Yangtze Valley, and yet our influence

over Shanghai, the key of the continent, has been reduced nominally to the same level as that of Portugal. The French organ published in Shanghai recognises this absurdity of the position, but says we have only ourselves to thank for it, and goes on what it terms the party of Spanish Britons. Whatever regrets England may entertain on account of her rash generosity, says our contemporary, she must remember the legal maxim that you cannot give and take back again. There is no doubt a good deal of smug satisfaction on the part of the writer of the article, for France has her own concession which is distinctively French. It is only the French Consul that is recognised by the French Municipal, whether he be senior or junior, but at the same time in the Cunimopolitan Concession France enjoys the same right as other Powers, the French Consul, when he is the senior, being the official mouthpiece of what we may term the British Municipality. The Echo de Chine supplies us on this point with a little bit of almost forgotten history. In 1854 the British Consul, the late Sir Rutherford Alcock, arranged with the French and American Consuls that the French Concession and the British and American Settlements should form one single European town open to all foreigners and administered by an elective Council of seven members. This arrangement, established by the second Land Regulations of 1854 and accepted by the Consulate-General of France, was not of long duration. In 1855, in consequence of the refusal of the British and American military authorities to include the French quarter in the lines of defence when Shanghai was invaded by the rebels, the Acting Consul-General for France declared the Land Regulations, in the passing of which he had taken part, null and void so far as France was concerned, and he constituted for the French Concession an administration distinct from that of the Settlement. Thus it would seem that the mistaken policy of Great Britain at that period not only destroyed the distinctively British character of the British concession, but was also responsible for France's continued possession of a distinctively French concession.

The annual meeting of the Hongkong Football Club takes place this afternoon.

For returning from banishment, to which he was sentenced last month, a Chinaman was at the Magistracy yesterday sent to prison for 12 months.

The commanders, officers, and engineers of the Hongkong, Canton, and Macao Steamship Co. received a recent visit from an admiral of 20 per cent. in their pay. The pay of the senior officers now stands at one half in sterling of what it did twenty years ago.

According to a Wuchang despatch, H. E. Chang Chih-ting very soon to build an Observatory in connection with one of his new Colleges of Western Learning in that city, and a very large-sized and powerful telescope is to be ordered from abroad for it—N. C. Brady News.

As the *Bourder* was not flying his paying off pennant yesterday a report gained currency that her crew were not going home after all and that the *Bourder*, which is to take them, was to be again detained at the station. We understand, however, that no orders countermanding the paying off have been received, and the crew will transfer to the *Bourder* to-morrow.

The *Morning* of the 24th September says—Sir Robert Hart, Inspector-General of Customs, has returned to Peking after a long stay of 18 months. Sir Robert Hart, Inspector-General of Customs, is to be held responsible for the loss of the late Capt. H. Kenyon, of Hongkong. [24]

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VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SENDAI MARU VLADIVOSTOK VIA SHANGHAI, (FRIDAY, 30th September, C. O. S. S. C. 1898.)
C. O. S. S. C. 1898.)
C. O. S. S. C. 1898.)
TOKIO MARU THURSDAY-13, TOWNSVILLE, (FRIDAY, 30th September, A. D. Morris 1898.)
Brisbane, Sydney, and Mel-
bourne at 4 P.M.

MATSUWA MARU KOBE & YOKOHAMA (FRIDAY, 30th September, M. Nishimura at NOON.)

MITSU MARU SINGAPORE, COLOMBO, and (TUESDAY, 4th October, A. S. Krawinkel at NOON.)

• RIOU MARU SEATTLE, WASH., U.S.A., v. KOBE (THURSDAY, 6th October, J. W. Eustace and YOKOHAMA at 4 P.M.)

• MARSSEILLES, LONDON & ANT- (TUESDAY, 13th October, J. W. Vale and PORT SAID at 4 P.M.)

• Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th September, 1898.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA Comdr. R. Archibald, R.N. WEDNESDAY, 26th Oct., 1898
EMPEROR OF INDIA Comdr. O. P. Marshall, R.N. WEDNESDAY, 23rd Nov., 1898
EMPEROR OF JAPAN Comdr. G. A. Lee, R.N. WEDNESDAY, 21st Dec., 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and the famous YOKOHAMA to VANCOUVER in 12 DAYS, saving 10 DAYS to a WEEK in the Trans-Pacific journey and making connection also with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers go to Great Britain and the Continent are given choice of Lines, through which the Railways pass.

Passengers Booked through to all principal points and ABOARD THE WORLD. Return tickets to various points at reduced rates. Good for 12 months from date of issue.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The extensive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXRURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago and San Francisco Exhibitions), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to D. E. BROWN, General Agent, Peller Street.

Hongkong, 25th September, 1898.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE (EAST ASIATIC SERVICE).

(Taking cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. DESTINATIONS. SAILING DATES.

• ALESIA LONDON, HAMBURG, AND (About 10th Oct.,) Freight. Capt. Meyerderkens.

• WITTENBERG HAVRE AND HAMBURG (About 15th Oct.,) Freight. Capt. L. Maden.

• NUREMBERG HAVRE AND HAMBURG (About 22nd Oct.,) Freight. Capt. von Binsen.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c. apply to CARLOWITZ & CO., AGENTS.

Hongkong, 25th September, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

NORTHERN PACIFIC RAILWAY CO.

Steamer Tons. Captain Proposed Sailing. Sismar Tons. Captain Proposed Sailing.

OLYMPIA 3,668 T. H. Dobson Oct. 22 MONSIEU 2,374 W. A. Evans Nov. 5
COLUMBIA 3,854 A. Gow Nov. 1 MOUL 3,654 C. H. Butler Dec. 24
VICTORIA 1,167 J. Truebridge Dec. 8 A steamer.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctors and Stewardess carried.

Passenger to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is soon to open on the American Continent. Magnificent Scenery of the ROCKY and CASCADIA MOUNTAINS. The YELLOWSTONE NATIONAL PARK route through HONGKONG to VICTORIA, TACOMA, or PORTLAND, 229.

The best route to the KIOWA GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points via application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Custal Agents of Goods for United States Points should be in quadruplicate and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Packets must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 25th September, 1898.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON 28TH SEPTEMBER.

LONDON MANILA (About 29th) Freight or Passage. R. D. Hardwick, R.N. September.

SHANGHAI PAKISTAN (About 30th) Freight or Passage. G. F. Preston, R.N. September.

LONDON, &c. BALLYRAT (About 1st) See Special Advertisement. G. L. W. Field October.

YOKOHAMA VIA NA. RODILLA (About 1st) Freight or Passage. GASKELL & CO. October. 1st Freight or Passage. P. Lockyer, R.N.

YOKOHAMA VIA NA. DANDIA (About 3rd) Freight or Passage. GASKELL & CO. W. H. Huntington, R.N. October. 1st Freight or Passage. P. Lockyer, R.N.

YOKOHAMA VIA SH. JAVA (About 10th) Freight or Passage. GASKELL & CO. October. 1st Freight or Passage. P. Lockyer, R.N.

LONDON PERIOD (About 20th) Freight or Passage. A. G. CHALKE, R.N. October.

For further particulars apply to H. A. LITCHIE, Superintendent.

Hongkong, 25th September, 1898.

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LONDON PERIOD (About 20th) Freight or Passage. A. G. CHALKE, R.N. October.

For further particulars apply to H. A. LITCHIE, Superintendent.

Hongkong, 25th September, 1898.

VESSELS ADVERTISED AS LOADING.

DESTINATION. VESSEL'S NAME. PORT & R.R. CAPTAIN.

LONDON VIA SUZI CANAL ASTORIA. B. & S. CO. Captain Jackson.

LONDON VIA SUZI CANAL MANILA. B. & S. CO. Captain Krobie.

LONDON BIRMINGHAM & ANTRIM. B. & S. CO. Captain Gibbs.

LONDON, HAMBURG & ANTWERP. B. & S. CO. Captain Gibbons.

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